

## **MEMORANDUM**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** January 29-30, 2026

**From:** STEVEN KECK, Chief Financial Officer

**Reference Number:** 4.22, Information Item

**Prepared By:** Keith Duncan, Chief  
Division of Budgets

**Subject:** **DRAFT 2027 ACTIVE TRANSPORTATION PROGRAM FUND ESTIMATE**

### **SUMMARY:**

The California Department of Transportation (Department) will present to the California Transportation Commission (Commission) the Draft 2027 Active Transportation Program (ATP) Fund Estimate, as an Information Item, at the Commission's January 2026 meeting. The Department will continue to work with Commission staff to finalize the 2027 ATP Fund Estimate, which is scheduled to be presented for adoption at the Commission's March 2026 meeting.

### **BACKGROUND:**

The 2027 ATP Fund Estimate capacity is based on Senate Bill (SB) 99 (Statutes of 2013), Assembly Bill (AB) 101 (Statutes of 2013), and SB 1 (Statutes of 2017), along with the Federal Highway Administration, Commission, and California State Transportation Agency guidance.

The ATP, as articulated in SB 99 and AB 101, replaced the existing system of small, dedicated grant programs, which funded Safe Routes to Schools, bicycle programs, and Recreational Trails. The intent of combining this funding was to improve flexibility and reduce the administrative burden of having several small, independent grant programs. SB 1 created the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway as well as on local streets and roads. The Department has consulted with Commission staff during the development of the Draft 2027 ATP Fund Estimate.

Attachment

# DRAFT

## 2027 ACTIVE TRANSPORTATION PROGRAM (ATP) FUND ESTIMATE (\$ in thousands)

	2027-28	2028-29	2029-30	2030-31	4-Year Total
<b>RESOURCES</b>					
<b>STATE RESOURCES</b>					
Road Maintenance and Rehabilitation Account (RMRA) <sup>[1]</sup>	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
State Highway Account (SHA)	34,200	34,200	34,200	34,200	136,800
<b>State Resources Subtotal</b>	<b>\$134,200</b>	<b>\$134,200</b>	<b>\$134,200</b>	<b>\$134,200</b>	<b>\$536,800</b>
<b>FEDERAL RESOURCES</b>					
STBG Set-Aside for Transportation Alternatives Program <sup>[2]</sup>	\$141,400	\$128,400	\$130,700	\$133,100	\$533,600
Recreational Trails	1,900	1,900	1,900	1,900	7,600
Other Federal	19,950	19,950	19,950	19,950	79,800
<b>Federal Resources Subtotal</b>	<b>\$163,250</b>	<b>\$150,250</b>	<b>\$152,550</b>	<b>\$154,950</b>	<b>\$621,000</b>
<b>TOTAL RESOURCES AVAILABLE<sup>[3]</sup></b>	<b>\$297,450</b>	<b>\$284,450</b>	<b>\$286,750</b>	<b>\$289,150</b>	<b>\$1,157,800</b>
<b>ADJUSTMENTS</b>					
Previously Programmed Resources <sup>[4]</sup>	(\$154,130)	(\$184,350)	\$0	\$0	(\$338,480)
Resources Available for 2029 ATP <sup>[5]</sup>	\$0	\$0	(100,000)	(100,000)	(200,000)
<b>PROGRAMMABLE RESOURCES AVAILABLE</b>	<b>\$143,320</b>	<b>\$100,100</b>	<b>\$186,750</b>	<b>\$189,150</b>	<b>\$619,320</b>
<b>DISTRIBUTIONS</b>					
<b>URBAN REGIONS (MPO Administered)</b>					
State	(\$50,061)	(\$40,000)	(\$13,550)	(\$13,547)	(\$117,157)
Federal	(7,268)	(40)	(61,150)	(62,113)	(130,571)
<b>Urban Regions Subtotal</b>	<b>(\$57,328)</b>	<b>(\$40,040)</b>	<b>(\$74,700)</b>	<b>(\$75,660)</b>	<b>(\$247,728)</b>
<b>SMALL URBAN &amp; RURAL REGIONS (State Administered)</b>					
State	(\$12,588)	(\$10,000)	(\$3,550)	(\$3,553)	(\$29,691)
Federal	(1,744)	(10)	(15,125)	(15,362)	(32,241)
<b>Small Urban &amp; Rural Regions Subtotal</b>	<b>(\$14,332)</b>	<b>(\$10,010)</b>	<b>(\$18,675)</b>	<b>(\$18,915)</b>	<b>(\$61,932)</b>
<b>STATEWIDE COMPETITION (State Administered)</b>					
State	(\$65,372)	(\$50,000)	(\$17,100)	(\$17,100)	(\$149,572)
Federal	(6,288)	(50)	(76,275)	(77,475)	(160,088)
<b>Statewide Competition Subtotal</b>	<b>(\$71,660)</b>	<b>(\$50,050)</b>	<b>(\$93,375)</b>	<b>(\$94,575)</b>	<b>(\$309,660)</b>
<b>TOTAL DISTRIBUTIONS AVAILABLE</b>	<b>(\$143,320)</b>	<b>(\$100,100)</b>	<b>(\$186,750)</b>	<b>(\$189,150)</b>	<b>(\$619,320)</b>

<sup>[1]</sup> SEC. 36 of Senate Bill 1 adds Streets and Highways Code, Section 2032, appropriates \$100 million annually for ATP.

<sup>[2]</sup> Surface Transportation Block Grant (STBG) Set-Aside for Transportation Alternatives Program (TAP) funds are based on the Infrastructure Investment and Jobs Act through fiscal year 2026-27. Year one includes Transportation Infrastructure Finance and Innovation Act (TIFIA) redistribution funding for STBG eligible projects. Fiscal years 2027-28 to 2030-31 are escalated annually using the average inflationary rate over the entire IJIA funding period (1.8%).

<sup>[3]</sup> Total resources available includes future resources for the 2029 ATP.

<sup>[4]</sup> Net resources committed as part of prior ATP cycles.

<sup>[5]</sup> Resources for future ATP cycle programming.

Note: Individual numbers may not add to total due to independent rounding.

**DRAFT**

**2027 ACTIVE TRANSPORTATION PROGRAM (ATP)  
Annual Urban Region Distribution: Four-Year Funding Table**  
(\$ in thousands)

	2027-28	2028-29	2029-30	2030-31	4-Year Total
<b>RESOURCES AVAILABLE FOR URBAN REGIONS</b>					
<b>PROGRAMMABLE RESOURCES<sup>[1]</sup></b>	<b>\$57,328</b>	<b>\$40,040</b>	<b>\$74,700</b>	<b>\$75,660</b>	<b>\$247,728</b>
<b>URBAN REGION DISTRIBUTION<sup>[2][3]</sup></b>					
<b>MTC Region</b>					
State	\$10,718	\$8,564	\$2,901	\$2,901	\$25,085
Federal	1,556	9	13,093	13,299	27,957
<b>MTC Subtotal</b>	<b>\$12,275</b>	<b>\$8,573</b>	<b>\$15,994</b>	<b>\$16,200</b>	<b>\$53,041</b>
<b>SACOG Region</b>					
State	\$3,502	\$2,798	\$948	\$948	\$8,196
Federal	508	3	4,278	4,345	9,135
<b>SACOG Subtotal</b>	<b>\$4,011</b>	<b>\$2,801</b>	<b>\$5,226</b>	<b>\$5,293</b>	<b>\$17,331</b>
<b>SCAG Region</b>					
State	\$25,982	\$20,761	\$7,032	\$7,031	\$60,807
Federal	3,772	21	31,738	32,237	67,768
<b>SCAG Subtotal</b>	<b>\$29,754</b>	<b>\$20,781</b>	<b>\$38,771</b>	<b>\$39,269</b>	<b>\$128,575</b>
<b>Fresno COG (Fresno UZA) Region</b>					
State	\$1,392	\$1,112	\$377	\$377	\$3,258
Federal	202	1	1,701	1,727	3,631
<b>Fresno COG (Fresno UZA) Subtotal</b>	<b>\$1,594</b>	<b>\$1,114</b>	<b>\$2,077</b>	<b>\$2,104</b>	<b>\$6,889</b>
<b>Kern COG (Bakersfield) Region</b>					
State	\$1,255	\$1,003	\$340	\$340	\$2,937
Federal	182	1	1,533	1,557	3,273
<b>Kern COG (Bakersfield) Subtotal</b>	<b>\$1,437</b>	<b>\$1,004</b>	<b>\$1,873</b>	<b>\$1,897</b>	<b>\$6,210</b>
<b>Lake Tahoe (Bi-State) Region</b>					
State	\$200	\$160	\$54	\$54	\$468
Federal	29	0	244	248	522
<b>Lake Tahoe (Bi-State) Subtotal</b>	<b>\$229</b>	<b>\$160</b>	<b>\$299</b>	<b>\$302</b>	<b>\$990</b>
<b>SANDAG (San Diego UZA) Region</b>					
State	\$4,553	\$3,638	\$1,232	\$1,232	\$10,655
Federal	661	4	5,562	5,649	11,875
<b>SANDAG (San Diego UZA) Subtotal</b>	<b>\$5,214</b>	<b>\$3,642</b>	<b>\$6,794</b>	<b>\$6,881</b>	<b>\$22,530</b>
<b>San Joaquin COG (Stockton) Region</b>					
State	\$1,076	\$859	\$291	\$291	\$2,517
Federal	156	1	1,314	1,334	2,805
<b>San Joaquin COG (Stockton) Subtotal</b>	<b>\$1,232</b>	<b>\$860</b>	<b>\$1,605</b>	<b>\$1,626</b>	<b>\$5,322</b>
<b>Santa Barbara (SBCAG)</b>					
State	\$619	\$494	\$167	\$167	\$1,448
Federal	90	0	756	768	1,614
<b>Santa Barbara (SBCAG) Subtotal</b>	<b>\$708</b>	<b>\$495</b>	<b>\$923</b>	<b>\$935</b>	<b>\$3,062</b>
<b>Stanislaus COG (Modesto) Region</b>					
State	\$763	\$610	\$207	\$207	\$1,786
Federal	111	1	932	947	1,990
<b>Stanislaus COG (Modesto) Subtotal</b>	<b>\$874</b>	<b>\$610</b>	<b>\$1,139</b>	<b>\$1,153</b>	<b>\$3,776</b>
<b>TOTAL DISTRIBUTIONS</b>	<b>\$57,328</b>	<b>\$40,040</b>	<b>\$74,700</b>	<b>\$75,660</b>	<b>\$247,728</b>

<sup>[1]</sup> Excludes previously programmed revenues and resources for the 2029 ATP Fund Estimate.

<sup>[2]</sup> Distribution based on Urban Region's proportion of total population within all Urban Regions.

<sup>[3]</sup> Per Senate Bill 99, guidelines shall include a process to ensure no less than 25 percent of overall program funds benefit disadvantaged communities.

Note: Individual numbers may not add to total due to independent rounding.